

the ***Snarling Exhaust***

August 2010

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A publication of the Central New York Region of the Sports Car Club of America

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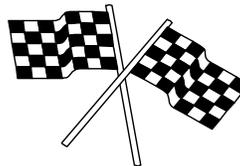


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Handy Links:

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[**NESSCA**](#)

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Cool Links:

http://mcboost.smugmug.com/AutoX/CNY-SCCA-Cherry-Valley-5-16-10/12214547_w37op-873862535_cwhpa

Dan McBoost's photos from Cherry Valley

<http://www.roclife.org/forums/showthread.php?95421-FS-Nationally-Competitive-Formula-500-F-Mod-car-w-Trailer-amp-Spares-4000&p=1309192>

Colegrove's FMod F500 for sale

the
Snarling Exhaust

August 2010

The Central New York Region of the
Sports Car Club of America

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The Snarling Exhaust is published 11 or 12 times per year as a service to the membership of the Central New York Region of the Sports Car Club of America, Inc.

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Graphics assistance courtesy of Alex Fairbank.

From the archives: John Goss on track
(Ade Ketchum photo)

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From the Editor:

This month we've got some fun stuff in the Snarling. Rally Chair Frank Beyer has penned an entertaining column, and Jane Quinn, whose photos are in nearly every issue of the Snarling, responded to a request for an article on how she got involved with the sport. Bob Holcomb's write-up of the Glen Nationals graces these pages too.

At the request of several local autocrossers, I put together a quick article on Solo course design. Hopefully you'll enjoy reading it, and perhaps decide to take on a course design yourself.

Roy Hopkins and Adrienne Hughes, winners of the Targa Newfoundland rally for the last three years, are returning again this year, but with a different ride. This year they'll be competing in a '71 Dodge Demon, raising money for the "Kids Eat Smart Foundation Newfoundland and Labrador". See the flyer near the back of this newsletter for information on how you can rally vicariously while supporting a good cause.

On another subject, I've been mulling over what The Next Solo Car will be. Now, for those of you who know me, this is nothing new. I've been thinking about this since the first time I made a timed run. However, at this point the car I'm currently driving, while great fun locally, is cannon fodder at a national level. It also happens to be ready for a round of maintenance and repair, so I've decided it's time to decide whether to change classes and/or cars.

I've been taking a decidedly unscientific poll of fellow autocrossers, and evaluating how the opinions I hear match with what I think my goals are. There are a bunch of different considerations for choosing a competition car



Jane Quinn photo

and a competition class, many of which conflict with each other. I mean, you want a car that will be fun, fast, easy to work on, cheap to purchase and maintain, and capable of winning a national championship. Couldn't be simpler, right?

The other requirement is that I'd like to end up in a class with lots of competition. It's a lot more fun to run against people than to be the only car in the class.

Back when I first came to central NY, there were sometimes 20-25 cars in DSP, which was at that time the popular class for mildly-modified econoboxes – Rabbits, Corollas, Vegas, Celicas, Sciroccos, Fiestas. The competition for any trophy spot was intense, and a lot of people got to be much better drivers during that time.

So what do you think? What car and class is your favorite, and why? F500 in Fmod? CSP Miata? LeGrand in Bmod? MG Midget in Emod? DP Miata?

Now if a bunch of us can all agree on "The Next Solo Car"...

Be seeing you,
-Karl



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Region Events Calendar

Verify the event, in case this calendar is not up to date!



- Aug. 11 Annual picnic – Onondaga Yacht Club
Aug. 15 Enduro, Cherry Valley kart track, Lafayette
Aug. 22 Rallycross, Walczyk Farm
Sept. 8 Membership meeting – Liverpool
Sept. 7-10 Solo National Championship, Lincoln, NE
Sept. 12 Rallycross, Rolling Wheels Raceway Park, Elbridge
Sept. 18 Night Solo, Cherry Valley kart track, Lafayette
Oct. 3 Solo, NYS Fairgrounds
Oct. 9 "Route Of All" Evil TSD Rallye
Oct. 13 Membership meeting – Liverpool

http://www.nescca.com/nescca_main/calendar.html

<http://www.nedivsolo.org/schedule.shtml>

<http://www.cny->

[scca.com/index.php?module=PostWrap&page=content/solo/2010SoloSchedule.htm](http://www.nescca.com/index.php?module=PostWrap&page=content/solo/2010SoloSchedule.htm)

Membership meetings are held on the second Wednesday of the month at the Liverpool American Legion Post 188 205 Cypress St. in the village of Liverpool



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Exhaust Pipe Dreams

From the Assistant R.E., Jon Coffin

Here's more to get excited about! The SCCA has a lot going on!

Our James Quattro, with some help, has done a terrific job this year to get the Central New York Region Rallycross program going. I went to watch our most recent event, on the grounds of Rolling Wheels Raceway, just west of Elbridge. The course was set up in the grassy spectator parking area and took advantage of the knolls of the rolling terrain and was a neat mini-road-course with some autocross elements thrown in.

Timing is cumulative over the course of the day, emphasizing the importance of not getting so carried away that you throw away a run entirely. There were a wide variety of vehicles, a Neon, Subies, and a full-size SUV among others. Straightaways were short, and cornering is traction-limited, but these drivers were pumped-up and fast! What a riot!

And, it reminds me of 1956 (or was it 1957) when my father had a TR-3, and was a member of the Adirondack Motor Enthusiast Club, and they ran one-at-a-time field trials on a track like that behind a farm in Charlton, in eastern New York. Whew!

Also new, around here anyway, the Mohawk-Hudson Region is going to run a Performance Driving Experience (PDX) event the end of September at Monticello Motor Club. The SCCA's PDX program is a high performance driving school and open to any member (or temporary weekend member) whose car passes an autocross-type tech inspection. Passing is



restricted to straights only, and then only with a point-by from the driver being passed. That is, this is NOT racing. There is no passing in the turns. This is high speed driving, in your street car, with passing under controlled conditions with agreed-upon rules. You learn a great deal about how your car acts at speed, and you can drive as fast as you want, without getting a ticket! You do have a nanny, that is, an instructor in the car with you, providing direction on how to handle the course and the car at speed. But the instructor's not going to slow you down as long as you've demonstrated some respect for your own well-being at speed.

The Mo-Hud PDX is Friday, September 24, on the full four-mile Monticello course, which has one straight close to a mile long. The SCCA has a lot going on; don't keep it a secret!

- Jon Coffin



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Club Racing - <http://www.scca.com/documents/Fastrack/10/10-fastrack-aug-club.pdf>

Solo/SEB - <http://www.scca.com/documents/Fastrack/10/10-fastrack-aug-solo.pdf>

Rally - <http://www.scca.com/documents/Fastrack/10/10-fastrack-aug-rally.pdf>

Links - <http://www.scca.com/documents/Fastrack/10/10-fastrack-aug-links.pdf>

Looking for a previous copy? Click the link below to be taken there.

<http://www.scca.com/contentpage.aspx?content=78>

Quattro's Rallycross Corner

From the Rallycross Chair, James Quattro

Another fun event at Rolling Wheels Raceway Park!

Unfortunately, due to heavy downpours, we had to move the event from Walczyk's farm to Rolling Wheels. A huge thanks goes out to Cory Reed of Dirtcar who gave us use of the lot with only 2 days notice. The event certainly wasn't our largest event by any means but it sure was fun and really showed the true spirit of the members of the Central New York Region SCCA.

With only ten participants in attendance every one stepped up to make the event possible. Not only the ten participants but also Aimee Petrocci and Stephan Walczyk who didn't participate but worked all or most of the event as volunteers.

Another story of the spirit of CNY-SCCA was a story of our top two in points: Cody Gydesen and Nathan Walczyk. Cody's co-driver unseated a tire on his eighth run, leaving Cody with no car to make his seventh and eighth runs. Nathan, being the good sport he truly is, donated a spare wheel and tire he brought with him so Cody could get his two runs in. During the next break Stephan Walczyk, Nate's father, took the wheel and tire to his shop and re-seated the tire. Cody had his tire



Bob Holcomb photo

back in time for his last four runs and wound up taking first place in the event.

Stories like this are why CNY-SCCA is the great region it is. We may not be the most perfect or the biggest region in upstate region but we definitely have spirit.

-James Quattro



Bob Holcomb photo



Jane Quinn photo

CNY SCCA Annual Picnic

Take a break from chasing points and cones for some relaxation, food and fun!

**Traditional location:
Onondaga Yacht Club in Liverpool
Route 370 to Sycamore St.
Please cross the lake trail cautiously!**

**Buffet - Drinks - Dessert
Burgers and dogs will be prepared for you by our own members!**

**Wednesday August 11, 2010 - 6PM-9PM
\$10 per person; CNY SCCA picks up the other half!**

Let's make it a great picnic! Reach out to a past or present member and remind them to attend!

First Car Out

From the Rally Chair, Frank Beyer

Many of you in the Region are in the middle of your "busy season" at this point: autocrossing, rallycross, racing, race working and even working on the family buggy are all in full swing. The car magnet in the garage exerts its strongest pull right about now and it is impossible to find a reasonable excuse, other than "it's too hot to work on the car", to pass along with a straight face that will be believed.

The rally crowd, contrarians all, takes this opportunity to spruce up the rally car, spend hours looking at Tire Rack ads, and otherwise use up the monthly allotment of megabits pouring over the Classifieds at BensRallyPage and Special Stage.com, dreaming of schemes to somehow secure that Mitsubishi Evolution that is "a perfect starter car for Pro Rally, having only been on its roof four (or fewer) times, always a class winner, and comes complete with a tractor-trailer full of spares" (actually, the parts that came off the car when the owner bought it and can't figure out where to put them back on, but it really doesn't affect the handling of the car; really!). It usually means it has an extra (bent) steering wheel.

Which is how I paid my back taxes....

I know that it is hard for you to believe that I once owed Uncle Internal a whole bunch of moolah, say, about the Gross National Product of one of the smaller states (Rhode Island, perhaps?). The reasons are many: divorce, drink, depravity, all the D stuff. So, I was in a corner, you know?, and Desperate, you know?, so I happened to, you know? locate one "less than a year old" performance car that "some kid" had driven into a tree at about a zero degree angle, YOU KNOW? The unibody was barely twisted and all the parts fit on the trailer the car was hauled in on.

When Uncle Internal puts the notice in Big Letters, and mentions the word "imprisonment", you have reached the crossroad of No Way and Dead End, and your bank considers you a threat



to society and unfit to take their money at an interest rate of a gazillion percent, **UNLESS YOU HAVE COLLATERAL**, which is where the junk car came in.

The bank only knew I was buying a year-old, very expensive car and needed a loan for about 50% of its book value, so no picture was necessary. I got the money and paid off Uncle, then spent the next couple of years in hock to Nick Julian, Jef Franklin, and Bernie Brown (the Statute of Limitations has passed) while they took the wreck and made it into a Pro Rally car. I paid the Bank back over three years and everyone was happy.

I wanted to tell this story so all of you can feel better about yourselves and realize that your addiction to automotive sports isn't quite as sick as mine was (I am in full recovery, now) and know that rally folks are capable of the same desperate acts racers perpetrate to keep the car on the road.

Just don't tell the kids.

-Frank Beyer



Please, Save the Date:

October 9, 2010

ROUTE OF ALL EVIL

(FUNNY, HOW TIME SLIPS AWRY)

A CAR RALLY, WITH PROCEEDS GOING TO CHARITY,
PRESENTED BY:

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& TUPPER LAKE
AREAS



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I AM STILL WORKING ON THE COURSE AND TIMING OF THE RALLY, THE START, ENDING AND HEADQUARTERS LOCATIONS; THAT INFORMATION WILL COME OUT DOWN THE ROAD.

FRANK BEYER, rallydr@gmail.com

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes for June 9, 2010 at the American Legion in Liverpool, NY

Call to order:

The meeting was called to order by R.E. Mike Donofrio at 7:15 p.m.

R.E. REPORT:

Mike Donofrio said he had no official R.E. report.

ASST. R.E. REPORT:

Jon Coffin reported that in June he helped crew at a 12 hour enduro held at New Jersey Motorsports Park and had a great time. Jon highly recommends the chance to act as a crew member to all. Jon said there were approximately 30 cars entered in the enduro.

SECRETARY REPORT:

Bob Holcomb made a motion that the minutes from the June meeting be accepted as published in the Snarling Exhaust. Chris Forte seconded, motion carried. Bob said he had other things to discuss but would wait until the F&C report from F&C Chief Mick Levy.

TREASURER REPORT:

Jay Cartini said that we have been receiving checks from event sponsors and that the new insurance cards for our SOLO van have arrived. Other than that, we are currently up to date and solvent.

SOLO REPORT:

Mark Bizzozero discussed the upcoming two day SOLO event to be held at the Seneca Army Depot in Romulus, NY on Saturday & Sunday, July 17th & 18th. Mark said anyone running the event on Saturday will receive a discount on the entry fee for Sunday. Suggestions will be taken from entrants on Saturday for any changes in course design for Sunday.

Mark said that at the recent Watkins Glen Indy Car weekend he drove one of the Toyota Tundra pickup trucks that carried the drivers around the track prior to the race and that his passenger was race runner up Ryan Briscoe.

Karl Hughes and Mark said that the rumor is that the Seneca Army Depot may not be available as a SOLO location in 2011, despite efforts by local business groups to keep it open for SOLO due to positive economic impact.

Karl said that would pose a problem for Finger Lakes Region which uses it as their primary SOLO location. Karl also discussed the adventure he and his son Connor had at the Seneca Army Depot during the SOLO National Tour stop. Connor was to share a Junior Kart, which developed engine issues on Saturday and thanks to a great display of sportsmanship by fellow CNYR member Ed Heffron, a new engine was obtained and the kart was up and running for competition on Sunday.

Rex Franklin mentioned that on a recent vacation out west he was able to attend SOLO events at Reno, Nevada and Pikes Peak.

RALLY CROSS REPORT:

Jim Quattro said the evening rally cross held at Rolling Wheels Raceway Park at the end of June was a learning curve experience and gave them insight into running other night events. He was pleased to report that entrants came from Buffalo to the west and as far as Albany to the east, with approximately 26 total entries. Obviously the word is spreading that CNYR is the place to Rally Cross in New York State.

Information provided by Detroit Region suggests that a pneumatic system vs. an electronic eye system works better for Rally Cross due to the excessive dirt and dust produced at those events. Jim will be looking into using funds from our Rally Cross events to purchase new timing equipment.

Jim said that we are having our next event on July 25th at the Walczyk farm located in Weedsport, NY. On a lighter note, Jim also mentioned that he entered a 1999 Ford Taurus wagon for a 200 lap enduro event being held July 9th at the near by Weedsport Speedway. Unfortunately due to mechanical difficulties (the gas tank fell out) Jim was unable to finish the event.

F&C REPORT:

Mick Levy mentioned that he was honored at the recent Glen "Super Nationals" race weekend with an award in the form of a new jacket from NESCCA for his race work, where he was FM and Bob Holcomb was AFM and Membership Chair Andrew Beyer helped flag. It was a busy weekend with over 330 cars entered.

Mick told of one GT-1 driver who lost his brakes on Sunday and went directly through-over-and past the gravel trap at turn 8 (station 13) and into the guardrail, popping up a half dozen support posts and causing a delay in racing of approximately 2 hours which resulted in a reduction from 14 to 8 laps per race for the remainder of the afternoon.

Bob Holcomb said he could now empathize with any race driver who has had a mechanical break down on the track and needs to be towed back into the pits. Bob was using a golf cart to get from station to station as AFM (a cart which incidentally FM Mick Levy had put into a ditch a day or so earlier) when it broke down and he had to be towed from the Pyramid out through the tunnel and up the back alley to the workers campground where he then exchanged the cart for his Mazda for the remainder of the day. It was all Mick's fault according to Bob.

Chris Forte recently returned from working the F-1 race at Montreal, Quebec and reported that they were using the new electronic flagging system as a supplement to manual flagging. A basic system of electronic flags can be selected from a control panel, such as a yellow flag, red flag, etc., but it can only display one flag at a time, no multiple flags such as a real live flagger could display. Chris said that the F-1 race was quite clean but a support race of Formula Ford 1600's was red flagged at the start of the race which made for some excitement.

MEMBERSHIP REPORT:

Andrew Beyer reported that as of the end of June we have 169 members, including 20 year anniversary member Paul Grover and 5 year anniversary member Marc Normandin.

New members include:

Michael Gagliardi of Syracuse, NY
Connor Hughes of Cazenovia, NY (son of member Karl)
Cory Kellogg of Homer, NY
Lee Nickerson of Constantia, NY
Gabriel O'Loughlin of Syracuse, NY
George Palmer of Washington Mills, NY
Christopher Tramontana of Fort Drum
Clint Weigl of Manlius, NY

Welcome one and all to CNYR of SCCA.

ACTIVITIES REPORT:

Rob Sgarlata said prices for the **annual** picnic to be held on Wed., August 11th at the Onondaga Yacht Club will be the same as in 2009, which was \$10 per person.

The menu will be about the same as in 2009 with hot dogs (Hofmann's the unanimous choice), hamburgers and sausage, along with various side dishes. Dave Kicak volunteered to once again help with the cooking. Set up will be at 5 p.m. or earlier if possible with first food off the grill at about 6:30 p.m.

Bob Holcomb made a request that a few members bring their race vehicle to display in front of the yacht club. Bob suggested a race, SOLO and Rally Cross vehicle for diversity. Some members showed interest in the idea.

The 50-50 raffle was won by Jay Cartini for \$14.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

Lee Hidy made a motion to adjourn at 8:12 p.m.

Rex Franklin seconded.

Motion carried and the membership quickly left to attend a cruise-in being held in Johnson Park directly across the street from our meeting location in Liverpool.



Ken Souser photo

Glen Region "Super Nationals" – July 9/10/11

- Bob Holcomb reporting

What could be better than a hot, sunny July weekend at Watkins Glen International working at the Glen Region SCCA "Super Nationals"? Not much, as there was some very good racing all weekend, plus a few disappointments here and there along the way.

Friday was a pleasant day and CNY members Nancy Holcomb in T&S, Mick Levy (FM) and Bob Holcomb (AFM) showed up bright and early for their meetings and work sessions. Mick and Bob could be seen driving from flag station to flag station in golf carts (Mick of course grabbing the faster of the two), while Nancy had to make the long four story climb to T&S at the top of the grandstands since the temperamental elevator chose not to work once again.

The qualifying races for Saturday racing were run in the morning session and the qualifying races for Sunday racing were run in the afternoon. CNY members Jim Ocuto qualified 30th in his Miata, Gib Stine 50th in his Sprite and Tom Shaughnessy 16th in his F500 Invader.

Lunch was provided courtesy of the Glen Region at the Four Seasons concession stand, for possibly the last time. The less said about the variety and quality of food there the better, sorry ISC, but it sure isn't Michelin Star worthy, that's for certain.

Fortunately the post qualifying party given by Glen Region was well worth the walk or drive to the pit grandstands. However, Mother Nature decided to pay a visit and threw a thunder and lightening storm at us, which scattered a lot of folks seeking drier surroundings. For those of us that stayed, there was lots of snacking going on.

Saturday started with 15 minute qualifying races for the afternoon racing which accommodated those unable to qualify on Friday.

Lunch on Saturday and on Sunday was at the new Media Center and what a change from lunch on Friday. A very nice buffet, with tables, chairs and a/c. A big thank you to Glen Region for a wonderful lunch from all the workers.

Saturday afternoon provided some very good racing. Jim Ocuto finished 20th overall in Group one (SM, SSB, SSC, T3) after starting 30th. Gib Stine finished 42nd in Group Three (EP, FP, HP, STU, GTL) after starting 50th, although I'm not sure of the final result as there was an indication that the stewards may change Gib's finishing spot.

Tom Shaughnessy finished 11th in Group Four (FF,FV, F500) after starting 16th. Dick Murray in GT-1 and Dave Kicak in FP were listed as did not starts.

The post-racing worker party was again under the pit grandstands and this time Mother Nature kept her temper and the weather was great, along with the food and drinks.

Ed Sanders, a Glen Region FV driver and F&C worker and spouse of SCCA Steward Sandy Sanders was celebrating the 2nd anniversary of his "double-nickel" birthday, so now the flagging group refer to him as old "double-nickel & two-cents Ed".....

Mick Levy's wife Dot had the honors of cutting Ed's cakes for the workers, yes that is "cakes".

Sunday started out with 15 minute qualifying sessions for the Sunday racing and CNY F&C member Andrew Beyer joined us for the day

Group one ran before lunch and Jim Ocuto in his SM finished 32nd out of 61 starters.

It was about this time that AFM Bob Holcomb's golf cart died near the Pyramid souvenir stand. It should be noted that it was the same golf cart that FM Mick Levy managed to put into a ditch on Friday.....hmmmmmm. Now Bob knows how drivers feel when their car breaks down and they need a tow back to the pits, as Bob was towed from the Pyramid, through the tunnel and up the back alley to the workers campground where he exchanged the deceased golf cart for his reliable Mazda for the rest of the day.

Next up was lunch, again held in the new Media Center and if lunch there on Saturday was good, lunch on Sunday was even better.....mmmmm pulled pork, what's not to

Glen Region "Super Nationals" Continued

Continued from page 16

like about that? Well done Glen Region, well done.

The afternoon racing got off to a not so auspicious start with Group Two setting the tone for the rest of the afternoon.

An AS Camaro lost its brakes before flag station 12 in the boot and went off at turn 8, across the gravel trap and into and partially through the guardrail, damaging approximately six posts. This caused an almost two hour repair delay, resulting in the stewards shortening the rest of the racing from 14 laps down to 8 laps. The driver suffered possible broken or bruised ribs.

Group Three was next up and Gib Stine finished 37th after starting 47th and this time without any special attention from the stewards.

Group Four showed Tom Shaughnessy starting 13th and finishing 6th with an improvement in class to 2nd from his finish on Saturday of 3rd in class.

Nice job Tom.

Dick Murray and Dave Kicak were again listed as DNS for their respective race groups.

Approximately 312 cars took to the track for the weekend, so a very good turn out indeed. Mother Nature co-operated during the day and only interfered on Friday during the worker party, so we can't complain about that.

It should also be mentioned that FM Mick Levy received an award from NESCCA in the form of a new jacket for his work efforts as voted on by the stewards. Congratulations Mick and oh yes, you will lend that jacket now and then, right?

All in all, a great weekend of racing with some terrific cars and drivers doing their thing. We flag and time while you race and hopefully we all have fun, that's what SCCA is all about.

In The Spirit of The Sport
-Bob Holcomb



Mike Gould at the Glen - Ade Ketchum photo

"Photos by Jane Quinn"

- article by Jane Quinn too!

My love for autocross photography began five years ago when my daughter Michelle (you all know her) invited her father and I to an autocross event at Monroe Community College. She had just gotten into the sport and was racing her 1999 Volkswagen New Beetle. I knew nothing about the sport but thought it would be fun to see what it was all about, especially since Michelle enjoyed it so much. Back then I had no interest in cars and certainly wasn't interested in photographing them. However, since Michelle was racing and wanted a few pictures to remember her experience, I brought my simple Kodak 'point and shoot' camera.

As my husband Paul (you all know him) and I drove onto the MCC Campus, the first thing I saw was a parking lot full of orange traffic cones. Racing through the random sea of orange was a beautiful blue Subaru WRX with gold wheels. Piloting that car was Evan Haas (you all know him). From the second I saw that blue beauty maneuvering its way through all those cones, I was hooked!

Paul and I stayed for the whole event, taking

lots of pictures with that Kodak. I had never taken pictures of fast-moving objects before, so it didn't go very well. Needless to say, most of the photos were really bad; there were lots of pictures of blurry cars, microscopic cars drowning in an enormous background and even pictures of only half cars, the rest severed by the frame. After that event, I don't think Paul and I missed another autocross for the rest of the season. I continued to take pictures with the Kodak, admittedly not getting any better at it, but still having a great time!

Later in the year while taking pictures at an event at Seneca Army Depot, I noticed a man taking pictures with a "fancy", professional looking camera. The photographer turned out to be Jeff Guerdat (you all know him). After taking many more out-of-focus and out-of-frame photos, I decided I needed a camera like Jeff's. Since Paul used to be an avid photographer and knew a lot about cameras, he bought me a Canon Digital Rebel XTi with a 300mm zoom lens. I now had my own "fancy" camera!

I soon learned that by having a "fancy" camera,

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Michelle Quinn photo

"Photos by Jane Quinn" Continued

Continued from page 18

people automatically assumed that I knew how to use it. Unfortunately, that was not the case with me; technology and I do not get along very well! However, I kept plugging away and learned more about the camera while taking hundreds of pictures of cars at autocross and rallycross events.

I also received a lot of encouragement and advice from Jeff Guerdat and other photographers along the way. Several years ago I met a young man named Jeff Colegrove (you all know him) at NeDivs at Seneca Army Depot. When he wasn't busy driving his FMod, he was trying to take pictures on course but needed a spotter. I needed a spotter as well, so we decided to go out on course and take turns spotting each other. I followed him around because he knew where all the good places were to take pictures. During that time, he gave me a lot of advice about using the camera. To this day I am still trying to follow it.

Ever since that first event at MCC, I've loved taking pictures of cars. I never found a hobby I loved so much until this came along. Nothing makes me happier than being out on course

taking photos of cars and their drivers. I even enjoy taking them in less-than-ideal weather conditions - it makes for interesting pictures! All the spins and cone obliterations certainly help keep me entertained as well! However, I don't much care for being terrorized by all the LARGE spiders in the grass at Seneca, but I do what I have to do for the hobby I love.

For now I'll keep trying to better my abilities by taking hundreds more pictures. I am very grateful to Paul for buying me my own "fancy" camera. I am also thankful to Michelle for introducing me to such a wonderful sport and a great group of people. Car people are the best! Most of all, thank you to all the drivers and their great cars! I look forward to seeing everyone and their cars at future events! If you see me, be sure to hit a few cones and throw in a few spins!! I'll be watching!!

- Jane Quinn



Jane Quinn photos



Will Work for Food



Roy and Adrienne will be piloting “Blue Smurf”, a '71 Dodge Demon in the [Targa Newfoundland](#) in September 2010.

Our charity is the [Kids Eat Smart Foundation Newfoundland and Labrador](#), which serves 203 communities across the province, and Gander. Its goal is to provide children with the nutrition they need to learn, grow, and to be their best.

The town of Gander hosts Targa for 2 nights and a competition stage is run through the streets. One of the pivotal stages, winning Gander can lead to winning the event. Gander is a great town, full of wonderful people, extending amazing hospitality. Over 200 aircraft were diverted to Gander during the 9/11 crisis, doubling its population. Gander welcomed these travelers as friends and family.

Yes, I would like to help, you can count me in for:

- _____ \$5 That's how much I have to give my kid for school lunch.
- _____ \$25 It's only a week of Starbucks Latte
- _____ \$50 How much can a Blue Smurf eat?
- _____ \$100 I'd like to be a big time donor
- _____ \$_____ Let your heart be the guide

Checks to:
A.L. Hughes, c/o Eksten Autoworks
78 Bennington Dr
Rochester, NY 14616

Solo Course Design

- Karl Hughes

I've been involved in course design since the middle 1960s. Yes, that dates back to before I started driving in 1975. My father ran the company sports car club where he worked (yes, back then such things existed), and designed most of the courses. I used to help him mark the cone positions in grease pencil on the scale map of the lot we used, and I was in on the discussions about how to equalize the courses so that small, nimble cars and large, fast cars would all turn about the same times in the hands of competent drivers. By the time I started driving I had 10 years of course design under my belt.

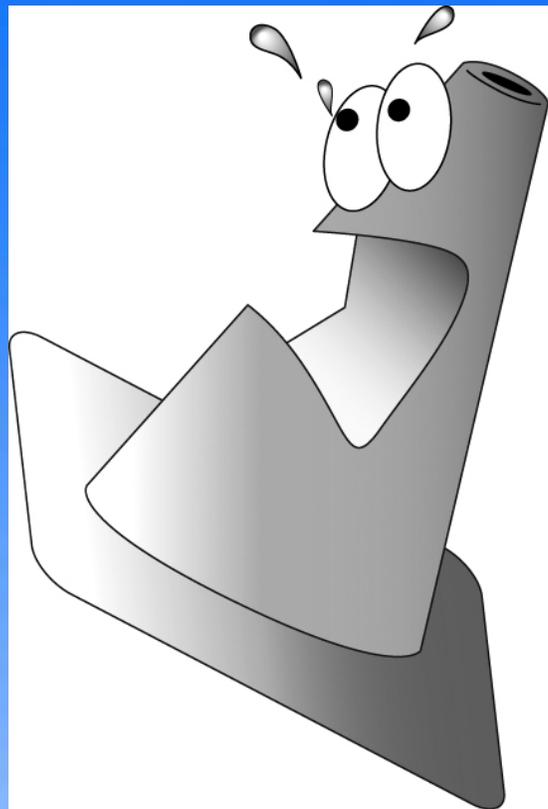
Back then, gymkhanas (as they were called before the autocross name took hold) tended to be tight and "technical". By the time I got involved, courses which involved stopping and reversing were no longer common, but it was not unusual for a course to be tight indeed. Even then, some people complained about the tight courses, so my father used to drive the '65 Ford station wagon (and later the '72 Chevy van) through the course to prove that it could be done. That tended to end the arguments about whether the course was too narrow for a Sunbeam, for instance, to fit through, but it didn't end the discussion about how the course "drove". The logic, at the time, was that if you provided a combination of tight stuff and straights, it tended to favor neither the nimble European cars or the high-horsepower American cars. Even so, both camps often lobbied for changes.

Course design is a matter of personal taste. Course safety is not. I mention this because course critiques often combine the two. Safety changes must be made. Style changes can be made if the course designer wants to.

So why make style changes?

Customer satisfaction. If you want people to enjoy the sport, and come back, you've got to give them a course they like.

The counterpoint to this is that autocross is about precision driving, and the ability to rapidly and correctly assess a course before you drive it, and then put your assessment into action. Good courses will magnify the difference in time between the good drivers and the poor drivers. Really good courses will do this while



minimizing the difference in time between various different types of cars. These courses demand that you figure out the best line in spite of tricky visual cues or a multitude of options, that you exercise the patience needed to brake accurately from speed, and that you look ahead when you drive. Most novices don't do these things well, and the learning process needed to develop these skills is part of the game.

Unfortunately, you definitely can't please all of the people all of the time. Some course designers manage to strike an incredibly good balance, but in my experience that is really, really hard to do. Also, one person's wide may be another person's narrow. It's all about perceptions, and these do seem to vary, uh, widely.

Also, people disagree on what an autocross course should be. Some like autocross-specific maneuvers like slaloms and Chicago boxes.

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Others like “mini road courses”. Some like courses that test a driver’s ability to be patient and brake accurately. Others like “yee-haw” courses with high speeds and lots of increasing-radius corners. Since many different people design courses, we get to see many different style courses. I think that’s a good thing.

Unless you have a very large chunk of pavement to work with, the site layout sometimes dictates course layout to a great degree. Here in central NY, certain sites really only allow one course layout. But, subtle changes in cone placement can significantly change the flavor of the course.

Here are some thoughts, in no particular order:

- 1) Most of the time, when a majority of the people at an event like the course, it “flowed”. Problem is, “flow” is difficult to quantify. Some of it is “rhythm”, although too much rhythm can end up being boring.
- 2) Ideally, the course design should not favor any particular type of car. If it favors a particular type of car, customer satisfaction will suffer. On the other hand, sometimes the site layout makes it difficult to attain this goal, and there isn’t much you can do about it.
- 3) I’ve heard many people say “Well, we all have to drive the same course” to defend a particular course against criticism (usually about flow). True, but that’s a cop-out, and it harms customer satisfaction, particularly because a person who hears that as a response is likely to think twice before returning to an event hosted by that region/club, or designed by that designer. Much better to say “The course was intended to test your skill at determining the fast line, and driving it well. It wasn’t intended to be easy, although it was intended to be fun.”
- 4) When people say a course was “technical”, they are usually saying that they didn’t like the way it flowed. The reason they didn’t like the flow may vary, but often it is related to having to brake and lose momentum, or about

having to exercise the patience to keep your foot out of the throttle in order to get through maneuvers quickly.

- 5) People who like pin turns are few and far between. People who like downshifting to first are rare indeed.
- 6) Courses which are visually confusing are no fun for anyone, but novices are disproportionately penalized. Customer satisfaction for novices is key, if you want the sport to continue to exist. Consistent visual cues help enormously in reducing confusion. If you see a lot of off-courses on a given day, chances are good you designed a visually confusing course. When laying out the course, don’t forget to squat down and make sure the visuals will work for formula cars and karts too.
- 7) Except for concrete, the pavement always supplies less grip than you think it will. Opening up tight turns probably won’t hurt.
- 8) If you want a course to flow well, someone must pre-drive it (expressly for the purpose of evaluating how it flows), or your name must be Roger Johnson. No exceptions. Pre-driving it in a truck proves that it is wide enough for a truck to get through. Pre-driving it in a truck does not necessarily prove that it flows.
- 9) Part of customer satisfaction is a smoothly-run event with few delays, and lots of runs for everyone. Course design has an effect on this, depending on how often the course allows the next car to start. To maximize the number of runs, cars should start at 20-30 second intervals. So, no crossovers or loops at the far end of the course. If you must have a loop, put it close to the start, so each car can clear it quickly and the next car can go. The overall length of the run doesn’t matter as much as the start interval, as long as the timing system can tolerate multiple cars on course.
- 10) Also make sure that you don’t have places where two cars can come close to each other on course, or a driver can get confused and end up on the wrong part of the course driving in the wrong

Solo Course Design Continued

direction. Try not to underestimate the ability of a car to spin in the direction of people, solid objects, or other cars.

Here is my take on some of the course design elements:

- 1) Sweepers: A nice big sweeping turn is lots of fun, particularly if it is increasing radius so the driver can accelerate around it. On the other hand, a decreasing radius takes a lot more skill, judgment and patience to get right, and can be much more satisfying to conquer.
- 2) Slaloms: The classic autocross maneuver, which doesn't exist in the "real" world. Slaloms can come in many flavors, depending on cone distances and offsets. Increasing spacing makes them much easier to drive, and fun for novices. Offsetting the cones changes the effective distance of the slalom. Varying or decreasing the distances is just evil, but puts a premium on patience and judgment. It's also common for a series of gates to be laid out so they are really just a slalom, with the outer gate cones serving as camouflage.
- 3) Pin turns: The epitome of the "patience" maneuver – charge in too fast and your front tires will hate you. This is another device which creates a larger gap between novice and expert times.
- 4) Straights: The only purpose for straights is to cause drivers to gather speed and then have to brake. Really, what else are they good for in an autocross course?
- 5) Offsets or transients: These are really just one segment of a slalom, but they can be quite different visually, and great fun as connectors between other maneuvers.
- 6) Input density: This is a term I learned from Roger Johnson's course design manual. His premise is that the right number of inputs per course mile is fun, and too few means boring, too many means too hectic to be fun. I think this is a great way to quantify the "flow" of a course.
- 7) "Chicago boxes": These used to be a common element in autocross and "gymkhana" courses, but are rarer now.

They are essentially a three-cone slalom, with a bunch of extra cones for the "box" visual. And, they classically are tight and nasty, although they don't have to be. No wonder people don't often use them any more.

Now, my personal opinions on how I like to design courses:

- 1) I like to start with a rough map of the course I'm thinking about, drawn on a scale map of the site. Ideally the map should include all solid objects, drainage grates, and "bad" pavement areas. I also like to mark places where water will pond if it rains.
- 2) Then, I drive the intended line at low speed, over and over. I look for how the course seems to flow, what the surface is like along the line, and whether there are any safety issues that weren't obvious from the preliminary map. Is the pavement smooth enough for mod cars and karts? (A minor bump in a stock car may be a major problem for a mod car or kart.) Any unexpected off-camber pavement situations in bad locations (where they could potentially contribute to the likelihood that a car could roll?) Is the pavement breaking up along "the line"?
- 3) My goal in course design is to end up with a course that is fun for novices and experts alike, is visually obvious (for course following, but not necessarily for choosing the best line) so nobody will DNF, and has a variety of maneuvers, including places where people must brake to slow the car for corner entry. I like to try for a few places where the course is visually intimidating, but there is a fast line through if you can figure it out.
- 4) Once I have driven the line enough to be certain I like the general layout, it's time to cruise around and drop cones. Once they are on the ground in the right general location, it's time to walk around and set them up and take a first

Continued on page 24

look at the layout “from the ground”.

- 5) Once the cones are all up and in the intended spots, I like to go back through and check that the visual cues are all consistent and unambiguous, there is no “sea of cones”, etc. I also look at safety again, and try to estimate whether any of the maneuvers are tighter than intended. If there is rain in the forecast, I look at whether water could pool in inopportune places. Is the pavement itself solid everywhere a car will be turning?
- 6) Pre-drive time. I prefer to do this in a car which handles reasonably well, so that I can do a sort of 5/10ths evaluation. Does the course flow as planned, are the visuals clear from the driver’s seat, where does the car feel loose-ish at low speed, which could translate to cars spinning at high speed? Low-speed pre-drives will give a good indication, but to truly know how it will drive requires a proper car on proper tires, and full-speed runs. For local events I like to allow the course set-up helpers to pre-drive. A consensus from them is very useful, and it’s incentive to get help for course setup. This is specifically disallowed for national-level events, but for regional ones it significantly improves the customer satisfaction index.
- 7) Get the Safety Steward’s blessing, and mark ‘em. Don’t forget to mark the timing light locations too, in case someone spins through the lights.
- 8) Line it. The visual cues are important for novices, and really helps with keeping them on course. Key for customer satisfaction.

Things I try to avoid when designing a course:

- 1) Tightly-spaced or highly-offset slaloms: Slaloms can be fun, but tight slaloms are often frustrating. I prefer cone distances of 50 feet or more, depending on the offsets.

- 2) Turns so tight that first gear is required: This is why I rarely use pin turns, unless the site layout dictates. Nobody likes downshifting to first.
- 3) Offsets which will upset a car’s balance immediately before the finish lights: This one should be obvious – if the car’s balance is upset near the lights, the driver has incentive to try to stay on the throttle for a fast finish. This usually results in spins and punted lights. Nobody’s idea of a good time.
- 4) Drag racing starts: They’re fun for a few cars, but not for everyone.
- 5) “Sea of cones”: If the gates are spaced too closely it’s hard to tell where to drive. Less is more sometimes...
- 6) Narrow gates: I like all gates to be very wide, if possible. Top speed can be controlled by other means, and wide gates help to keep people from hitting the cones they shouldn’t be near.
- 7) Long decreasing radius right-handers, especially if the pavement is off-camber, or after a maneuver which upsets the car. Best to avoid maneuvers which might cause a car to get up on two wheels on the “driver down” side.

If you are interested in designing courses, start attending the course set-up sessions in the region, and get in on the discussions as the course is set up. This will give you an idea of how what I’ve described above gets implemented, and will allow you to get to know the people who are doing the set-up work. I’d also strongly recommend that you scare up a copy of [Roger Johnson’s superb presentation on course design](#) and read it cover to cover. The sport is blessed with many great course designers, but Roger stands out as being able to explain the process to the rest of us.

Once you feel you’re ready to try your hand at it, let the Solo Chair know. Oh, and be ready for lots of feedback. Good luck, and have fun!

-Karl Hughes



CNY SCCA

Final Results, #4 - Autox #4 - SEAD Day 1 - Sat 07-17-2010

Total Registered: 31, with Times: 54

[DS](#) [ES](#) [HS](#) [AM](#) [DM](#) [EM](#) [ST](#) [STS](#) [STX](#) [SM](#) [SSM](#) [X](#) [N](#)

'D Stock' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	DS	999	Ed Doherty	Mazdaspeed 3	Red	114.379+DNF	111.860	111.092	110.173	109.378	109.287
						109.287	94.301+DNF				-
2	DS	11	Gary Sadlik	05 Saab	Black	151.536+DNF	127.168	122.781+DNF	126.851	120.209	118.231
						118.231	119.386+1				8.944
'E Stock' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	ES	191	Colleen Mackenzie	Miata	Red	140.410+DNF	126.640	123.594+3	124.117+2	122.283+1	120.986
						120.986	125.560+2				-
2	ES	19	Lisa Sadlik	Miata	Red	184.582	161.177	158.915+DNF	149.950	144.485	141.810
						143.307	139.810+1				20.824
'H Stock' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	HS	711	Mark Bizzozero	2009 XB	red	120.116	119.400	117.616	191.254	117.340	115.902
						312319	115.772+3	115.902			-
13	HS	15	Tarek Rahim	Mazda 3i	Silver						DNS
						419783					
'A Modified' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1Tm	AM	4	Richard Mogle	2006 Ram		146.572+DNF	127.310+DNF	118.565	115.452	113.038	113.038
											-
2 m	AM	14	Caye Mogle	Kart		131.498+1	122.977+3	169.469+DNF	126.122	126.313+DNF	121.823
						121.823	121.899+1				8.785
3 m	AM	41	Jonathan Mogle	Kart		132.129+DNF	128.622	126.830+1	129.166	123.887	123.333
						123.333					1.510
'D Modified' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1Tm	DM	77	Leo Sawyer	Lotus Sabre 7	Yellow	123.571+DNF	113.811+DNF	113.023	114.489	109.150	107.196
						330903	107.456	107.196			-
'E Modified' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	EM	21	Paul Kerestedjian	Ford Cobra	white	133.652+DNF	125.816+DNF	128.482+DNF	124.378+DNF	126.102+1	119.946
						121.330+1	119.946				-
'Street Touring' - Total Entries: 6 Trophies: 2					Car Color	Times					Total
1Tm	ST	22	Jeff Weaver	2001 ford focus		124.118+DNF	105.649	105.577	105.193	103.565+1	105.193
						103.572+3	91.962+DNF				-
2T	ST	91	Radim Hlidek	91 Acura Integra	Blue	119.773	116.893+DNF	115.929+DNF	113.944+DNF	109.759	109.759
						111.166+1	111.698+1				4.566
3	ST	271	Cody Gydesen	Subaru 2.5 RS	Blue	119.386+DNF	116.894+DNF	116.463+DNF	113.861	112.520	112.520
						121.510+DNF	113.676				2.761
4	ST	168	Pete Hirschey	Subaru Impreza RS 2.5	White	118.478+DNF	115.036+DNF	116.776	113.784	113.360	113.360
						269931	116.441	113.505+2			0.840
5	ST	1	Wesley Davis	87 Puegot 505		120.199+3	116.883	115.619+1	114.720+1	116.561+3	116.720
						114.590+2					3.360
6 m	ST	11	charles davis II	Puegot 505		130.639+1	122.362+1	126.634+2	121.336+2	122.965+2	119.818
						119.818					3.098
'Street Touring S' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	STS	11	Jeffrey Coppola	Mazda RX-7	White	121.325+DNF	116.513+DNF	117.088+1	120.035	125.306	117.938
						416647	115.938+1	116.480+1			-
2 m	STS	280	Rocky Weru	77 280Z		145.473+DNF	135.823+DNF	134.082+DNF	140.247+1	134.722+1	133.693
						383977	133.693	141.815+5			15.755
'Street Touring X' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	STX	5	Steve Coppola	BMW 323i	black	133.007+DNF	124.887	123.568	125.026+DNF	123.090	121.076

						121.076	122.063+1				-
'Street Modified' - Total Entries: 3 Trophies: 1						Car Color	Times				Total
1T	SM	7	Jason Ramos	Camaro	Red	120.700+DNF	111.008	114.271+DNF	111.202	106.586+DNF	107.537
						107.537					-
2	SM	462	Robert Sgarlata	Subaru SVX	Pearl White	115.779+2	113.871	114.436	113.825	112.303	112.303
			388207			113.045	111.805+DNF				4.766
3	SM	12	Luke Unneland	2005 Subaru WRX	White	94.474+DNF	120.470+DNF	120.967	116.545	123.943+DNF	116.545
						114.882+DNF	370.748				4.242
'Street Modified II' - Total Entries: 1 Trophies: 1						Car Color	Times				Total
1T	SSM	6	Mike Robinsky	Corvette	Black	114.899+DNF	115.496+DNF	112.397+1	111.247	111.305	109.488
						111.379	109.488				-
'XPro (Pax)' - Total Entries: 4 Trophies: 2						Car Color	Times				Total
1T	DS	11	Evan Haas	Subaru WRX	Gray	111.925	110.852	110.475+1	108.776	109.157	89.740
			380452			108.647+1	109.576+1				-
2Tm	FM	8	Scott Newton	Red Devil F440	TBD	123.689	100.093+1	100.225+1	100.036+1	98.522+3	89.757
			363420			98.852	98.519+1				0.017
3	SM	27	Garrison Moseley	Subaru 2.5 RS	Blue	109.419	109.720	106.983	107.313	107.890	93.824
						107.500	107.517+1				4.067
4	CSP	98	Joseph L. Cosentino	1989 honda CRx Si		116.665	114.259	113.518+DNF	119.232	111.536	95.664
						112.753	110.851				1.840
'Novice (pax)' - Total Entries: 3 Trophies: 1						Car Color	Times				Total
1T	FSP	17	Kyle Adamo	Integra	Red	122.896+DNF	121.961	118.317	115.097	122.277+DNF	95.211
						113.617	115.177				-
2	SS	17	John Breazzano	Corvette		142.547+DNF	133.491+DNF	131.018+DNF	132.263	123.843+DNF	107.682
						125.212	125.268				12.471
3	HS	11	Gabriel Clune	79 MGB		145.277+DNF	132.717+DNF	136.887+DNF	137.343+DNF	141.355	113.508
						134.888+DNF	135.423+DNF				5.826

Top Times Of Day	Time	Class	#	Driver
Raw time	98.852	XFM	8	Scott Newton
Pax	86.679	ST	22	Jeff Weaver
Stock	109.287	DS	999	Ed Doherty
Modified	107.196	DM	77	Leo Sawyer
Touring	105.193	ST	22	Jeff Weaver
Street Modified	107.537	SM	7	Jason Ramos
Pax	89.740	XDS	11	Evan Haas
Novice	95.211	NFSP	17	Kyle Adamo

CNY SCCA

Pax Time Results, #4 - Autox #4 - SEAD Day 1 - Sat 07-17-2010

Timed Entries: 54

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	ST	22	Jeff Weaver	2001 ford focus	105.193	*0.824	86.679	0.000	0.000
2	1	XDS	11	Evan Haas	Subaru WRX	108.776	*0.825	89.740	3.061	3.061
3	2	XFM	8	Scott Newton	Red Devil F440	98.852	*0.908	89.757	0.017	3.078
4	1	DS	999	Ed Doherty	Mazdaspeed 3	109.287	*0.825	90.161	0.404	3.482
5	2	ST	91	Radim Hlidek	91 Acura Integra	109.759	*0.824	90.441	0.280	3.762
6	3	ST	271	Cody Gydesen	Subaru 2.5 RS	112.520	*0.824	92.716	2.275	6.037
7	1	HS	711	Mark Bizzozero	2009 XB	115.902	*0.803	93.069	0.353	6.390
8	4	ST	168	Pete Hirschey	Subaru Impreza RS 2.5	113.360	*0.824	93.408	0.339	6.729
9	3	XSM	27	Garrison Moseley	Subaru 2.5 RS	106.983	*0.877	93.824	0.416	7.145
10	1	SM	7	Jason Ramos	Camaro	107.537	*0.877	94.310	0.486	7.631
11	1	NFSP	17	Kyle Adamo	Integra	113.617	*0.838	95.211	0.901	8.532
12	4	XCSP	98	Joseph L. Cosentino	1989 honda CRx Si	110.851	*0.863	95.664	0.453	8.985
13	5	ST	1	Wesley Davis	87 Puegot 505	116.720	*0.824	96.177	0.513	9.498
14	1	SSM	6	Mike Robinsky	Corvette	109.488	*0.883	96.677	0.500	9.998
15	1	STS	11	Jeffrey Coppola	Mazda RX-7	117.938	*0.826	97.416	0.739	10.737
16	2	DS	11	Gary Sadlik	05 Saab	118.231	*0.825	97.540	0.124	10.861
17	1	DM	77	Leo Sawyer	Lotus Sabre 7	107.196	*0.913	97.869	0.329	11.190
18	2	SM	462	Robert Sgarlata	Subaru SVX	112.303	*0.877	98.489	0.620	11.810
19	6	ST	11	charles davis II	Puegot 505	119.818	*0.824	98.730	0.241	12.051
20	1	ES	191	Colleen Mackenzie	Miata	120.986	*0.829	100.297	1.567	13.618
21	1	STX	5	Steve Coppola	BMW 323i	121.076	*0.830	100.493	0.196	13.814
22	3	SM	12	Luke Unneland	2005 Subaru WRX	116.545	*0.877	102.210	1.717	15.531
23	2	NSS	17	John Breazzano	Corvette	125.212	*0.860	107.682	5.472	21.003
24	1	EM	21	Paul Kerestedjian	Ford Cobra	119.946	*0.907	108.791	1.109	22.112
25	2	STS	280	Rocky Weru	77 280Z	133.693	*0.826	110.430	1.639	23.751
26	1	AM	4	Richard Mogle	2006 Ram	113.038	*1.000	113.038	2.608	26.359
27	3	NHS	11	Gabriel Clune	79 MGB	141.355	*0.803	113.508	0.470	26.829
28	2	ES	19	Lisa Sadlik	Miata	141.810	*0.829	117.560	4.052	30.881
29	2	AM	14	Caye Mogle	Kart	121.823	*1.000	121.823	4.263	35.144
30	3	AM	41	Jonathan Mogle	Kart	123.333	*1.000	123.333	1.510	36.654
201	13	HS	15	Tarek Rahim	Mazda 3i	DNS	*0.803			

CNY SCCA

Final Results, #5 - Autox #5 - SEAD Day 2 - Sun 07-18-2010

Total Registered: 31, with Times: 31

[DS HS DSP DP EM ST STS STX SM SSM F125 FJB X N](#)

'D Stock' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	DS	999	Ed Doherty	Mazdaspeed 3	Red	112.690	109.617+1	108.083	110.330	109.421	105.828
						107.653	105.828				-
2	DS	63	Dan Wilcox	Mini Cooper S	Red	112.301	108.973+2	111.004+1	107.958+3	107.152+1	106.610
						106.610	107.801+2				0.782
3	DS	66	Brandi Wilcoc	Mini Cooper S	Red	115.904+1	111.467+1	110.478	111.657	110.797	110.478
						111.292+2	111.270+1				3.868
'H Stock' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	HS	14	Greg Turner	Mini Cooper	white	113.003	111.449	108.093	108.935	108.248+1	108.093
			360137			109.060	108.892				-
2 m	HS	711	Mark Bizzozero	Mini Cooper	red	116.826	125.027	114.370	114.607	114.094	113.346
			312319			113.346	113.973+1				5.253
'D Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	DSP	23	Tim Slusarczyk	VW GTI	Silver	115.906	115.288	113.314	113.725+1	113.054	111.738
						111.922+2	111.738				-
'D Prepared' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	DP	53	Tina Reeves	Miata	Silver	105.553	101.737	99.395			99.395
											-
2	DP	35	Brian Reeves	Miata	Silver	105.655	104.925+1	102.671			102.671
											3.276
'E Modified' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	EM	22	rex franklin	1962 MG Midget		107.956	100.312	99.988	99.053+1		99.988
											-
2	EM	21	Paul Kerestedjian	Ford Cobra	white	120.054	112.586	112.286+1	117.931	113.414+1	110.159
						999.999+OFF	110.159				10.171
'Street Touring' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	ST	271	Cody Gydesen	Subaru 2.5 RS	Blue	111.602	109.602	109.951+1	109.398	108.946	108.120
						108.117+1	108.120	109.757			-
2	ST	168	Pete Hirschey	Subaru Impreza RS 2.5	White	113.892	109.736+DNF	112.114+1	112.647+1		113.892
			269931								5.772
'Street Touring S' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	STS	60	Ed Leubner	Mazda Miata	Red	128.232+1	115.803	123.017	117.417	117.312+1	115.581
			401232			118.675	115.581				-
'Street Touring X' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	STX	2	Hai Nguyen	Nissan 240sx	Red	116.759	999.999+OFF	107.438+1	107.463+3	107.231+1	109.231
			382517			106.998+2	106.729+2				-
2	STX	87	Douglas Binder	BMW 325is	Red	117.878	115.119	112.207	111.257+1	112.631	112.207
			411888								2.976
'Street Modified' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	SM	462	Robert Sgarlata	Subaru SVX	Pearl White	113.355+DNF	106.394+DNF	110.848	111.057	109.425+1	110.848
			388207			110.923	112.789				-
2	SM	341	Brad Pyle	04 Pontiac GTO		127.219+DNF	121.084	118.150+2	120.942+1	117.260+1	119.260
						118.179+2	120.813+2				8.412
3 m	SM	31	Bryan Pyle	05 Matrix	Black	123.869	119.276	120.051	121.963	120.141	119.276
			393746			121.380	121.173				0.016

'Street Modified II' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	SSM	92	Colin Raymond	Miata	Yellow	104.027	102.280	101.433+1	101.062	101.764+2	101.062
						102.440	101.022+1				-
2	SSM	2	David Raymond	92 Miata	Yellow	107.770	105.655	103.553	104.249	109.853+DNF	103.553
						106.456+DNF	127.004+DNF				2.491
3	SSM	427	David Mushynsky	Toyota MR2	Purple	138.033	116.614	115.183	117.165	112.162+1	112.319
						112.460	112.319				8.766
'F125 Shifter Kart' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	F125	83	Mike Donofrio	Kart		99.932+DNF	95.513	93.815	95.230	93.397+DNF	92.959
						92.959	98.209				-
2 m	F125	54	Ed Heffron	Kart		101.778+DNF	95.803+DNF	97.520+3	154.856+DNF	100.091+2	99.906
						97.906+1	99.144+DNF				6.947
'Junior Kart B' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	FJB	71	Connor Hughes	Kart		204.957+DNF	214.098	209.150	178.094	174.475	163.821
						166.260	163.821				-
'XPro (Pax)' - Total Entries: 6 Trophies: 2					Car Color	Times					Total
1T	CSP	152	Edwin Jeffries	Mazda Chick Car	Rainbow	99.679	98.445+1	97.738	95.383+2	98.343+2	82.221
			383958			96.973+2	95.274				-
2T	DS	11	Evan Haas	Subaru WRX	Gray	107.342+1	106.765	105.199	103.689+1	104.270	86.022
			380452			105.441	104.548				3.801
3	STU	13	Dustin Ehrlich	Subaru STi	Blue	112.920	110.660+DNF	108.611	108.143+1	107.462+1	89.047
			394004			107.592	105.506				3.025
4 m	F125	154	Karl Hughes	Kart		99.557	107.279+1	95.387	96.743+2	96.109	91.476
						71.919+DNF	97.061				2.429
5	SM	27	Garrison Moseley	Subaru 2.5 RS	Blue	107.070	106.260	104.589	107.789	103.847+1	91.724
						105.131+2	104.607				0.248
6	EM	5	Nathan Walczyk	Silverado		113.636	110.034	107.300+1	107.838+1	109.823+1	99.135
						107.832+2	109.454+1				7.411
'Novice (pax)' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1Tm	BS	36	John Oulette	BMW M3	Black	999.999+OFF	999.999+OFF	112.164+1	111.843	999.999+OFF	93.801
						112.487	110.745				-

Top Times Of Day	Time	Class	#	Driver
Raw time	92.959	F125	83	Mike Donofrio
Pax	82.221	XCSP	152	Edwin Jeffries
Stock	105.828	DS	999	Ed Doherty
Street Prepared	111.738	DSP	23	Tim Slusarczyk
Prepared	99.395	DP	53	Tina Reeves
Modified	99.988	EM	22	rex franklin
Touring	108.120	ST	271	Cody Gydesen
Street Modified	101.062	SSM	92	Colin Raymond
Kart	92.959	F125	83	Mike Donofrio
Junior Kart	163.821	FJB	71	Connor Hughes
Pax	82.221	XCSP	152	Edwin Jeffries
Novice	93.801	NBS	36	John Oulette

CNY SCCA**Pax Time Results, #5 - Autox #5 - SEAD Day 2 - Sun 07-18-2010****Timed Entries: 31**

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	XCSP	152	Edwin Jeffries	Mazda Chick Car	95.274	*0.863	82.221	0.000	0.000
2	2	XDS	11	Evan Haas	Subaru WRX	104.270	*0.825	86.022	3.801	3.801
3	1	HS	14	Greg Turner	Mini Cooper	108.093	*0.803	86.798	0.776	4.577
4	1	DP	53	Tina Reeves	Miata	99.395	*0.874	86.871	0.073	4.650
5	1	DS	999	Ed Doherty	Mazdaspeed 3	105.828	*0.825	87.308	0.437	5.087
6	2	DS	63	Dan Wilcox	Mini Cooper S	106.610	*0.825	87.953	0.645	5.732
7	3	XSTU	13	Dustin Ehrlich	Subaru STi	105.506	*0.844	89.047	1.094	6.826
8	1	ST	271	Cody Gydesen	Subaru 2.5 RS	108.120	*0.824	89.090	0.043	6.869
9	1	F125	83	Mike Donofrio	Kart	92.959	*0.959	89.147	0.057	6.926
10	1	SSM	92	Colin Raymond	Miata	101.062	*0.883	89.237	0.090	7.016
11	2	DP	35	Brian Reeves	Miata	102.671	*0.874	89.734	0.497	7.513
12	1	STX	2	Hai Nguyen	Nissan 240sx	109.231	*0.830	90.661	0.927	8.440
13	1	EM	22	rex franklin	1962 MG Midget	99.988	*0.907	90.689	0.028	8.468
14	2	HS	711	Mark Bizzozero	Mini Cooper	113.346	*0.803	91.016	0.327	8.795
15	3	DS	66	Brandi Wilxoc	Mini Cooper S	110.478	*0.825	91.144	0.128	8.923
16	2	SSM	2	David Raymond	92 Miata	103.553	*0.883	91.437	0.293	9.216
17	4	XF125	154	Karl Hughes	Kart	95.387	*0.959	91.476	0.039	9.255
18	5	XSM	27	Garrison Moseley	Subaru 2.5 RS	104.589	*0.877	91.724	0.248	9.503
19	2	STX	87	Douglas Binder	BMW 325is	112.207	*0.830	93.131	1.407	10.910
20	1	NBS	36	John Oulette	BMW M3	110.745	*0.847	93.801	0.670	11.580
21	2	ST	168	Pete Hirschey	Subaru Impreza RS 2.5	113.892	*0.824	93.847	0.046	11.626
22	1	DSP	23	Tim Slusarczyk	VW GTI	111.738	*0.849	94.865	1.018	12.644
23	1	STS	60	Ed Leubner	Mazda Miata	115.581	*0.826	95.469	0.604	13.248
24	2	F125	54	Ed Heffron	Kart	99.906	*0.959	95.809	0.340	13.588
25	1	SM	462	Robert Sgarlata	Subaru SVX	110.848	*0.877	97.213	1.404	14.992
26	6	XEM	5	Nathan Walczyk	Silverado	109.300	*0.907	99.135	1.922	16.914
27	3	SSM	427	David Mushynsky	Toyota MR2	112.319	*0.883	99.177	0.042	16.956
28	2	EM	21	Paul Kerestedjian	Ford Cobra	110.159	*0.907	99.914	0.737	17.693
29	2	SM	341	Brad Pyle	04 Pontiac GTO	119.260	*0.877	104.591	4.677	22.370
30	3	SM	31	Bryan Pyle	05 Matrix	119.276	*0.877	104.605	0.014	22.384
31	1	FJB	71	Connor Hughes	Kart	163.821	*0.834	136.626	32.021	54.405



Fairgrounds

Ken Souser photos



For Sale

Two open single car trailers for sale

1 – wood deck with tire rack – CarMate? Registered and ready to use. \$1400

2 – Econotrailer – steel open deck \$900

Both are rated for 7000 lbs. Tires not great but are serviceable. Both trailers are solid. I haven't used the Econo for a few years, it might need brakes/wiring looked at. It's also registered.

Contact Roy: roy@imrtest.com

For Sale

4 Avon Tech R 205x55x14 tires and a set of steel Miata wheels with extra lugs, mounted, balanced, never used: \$450

'75 Triumph Spitfire in daily driver condition

'68 MGB with motor by Britschge, roll bar, \$6000 in fresh Tartan Red paint, zero bondo in this car

'66 Triumph TR4A, good solid body, top and interior, needs brakes, carbs and some TLC

**Contact Dave Kremers
dkremers1@gmail.com**







Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

Membership Dues

(Includes region dues)

- | | | | |
|-------------------------------------|---------|---|----------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> Family | \$121.00 |
| <input type="checkbox"/> Spouse | \$28.00 | <input type="checkbox"/> First Gear
(24 yrs & under) | \$45.00 |

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

I will become a member in the region I reside in or place me in _____ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

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- Must include a statement from your unit commander or a copy of your military ID card each year.

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SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.

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Jay Cartini
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